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|  | FormForm:AC-GEN026  **December 2022** |

Application Form EDTO/ETOPS Approval

1. REFERENCES

Applicable Regulations and Guidance Documents:

* Regulations 2,51 and64 of the Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022
* Regulations 68,104,105, 106 of the Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations,2022
* CAA-AC-GEN026- Extended Diversion Time Operations (EDTO) Approval
* CAA Assessment Worksheet (Airworthiness & Operations)
* CAA Assessment Worksheet (Airworthiness)

Completion of the form:

1. Each relevant box should be completed with a tick (√) as applicable.
2. Where an entry must be completed by referring to a document of applicant's documentation system, add manual reference, chapter and sub-chapter.
3. Ensure all applicable areas are completed and objective documentary evidence provided to support the application.
4. GENERAL

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| **General Information – Application Guidance**  |
| 1. Review CAA-AC-GEN026 before completion  |
| 2. Complete the EDTO Pre-Assessment Statement (Appendix B) |
| 3. Complete the EDTO Application Form at Section 4 of this Document |
|  4. Compliance Checklist/Statement (Appendix A) duly completed  |
|  5. Complete Operations Manual Evaluation Checklist (Appendix C)  |
|  6. Ensure all documentation provided  |

1. APPLICATION PACKAGE

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| **Documentation listed** to be submitted to the CAA  | **UCAA check** **YES / NO** |
| 1. Pre-Assessment Statement **(Appendix B)** Application Form **(Section 4)** and Compliance Checklist/Statement **(Appendix A)** duly completed  |  |  |
| 2. CAA Worksheets completed  |  |  |
| 3. Airworthiness documentation showing that the aircraft (MSN) has EDTO/ETOPS Certification (EDTO Type Design & Reliability Approval) and AFM & CMP Information/Extracts submitted |  |  |
| 4. Flight Operation Manual Evaluation Checklist Completed (Appendix C) with extracts/full manuals submitted |  |  |
| 5. Minimum Equipment List (MEL) with compliance Statement submitted  |  |  |
| 6. Equipment Compliance Statements submitted |  |  |
| 7. Maintenance program or revision thereof that includes items pertinent to EDTO/ETOPS submitted   |  |  |
| 8. EDTO/ETOPS Maintenance Procedures Manual submitted |  |  |
| 9. EDTO Configuration, Maintenance, & Procedures (CMP) Document Included (see above) |  |  |
| 10. Engine Condition Monitoring Programme Detail |  |  |
| 11. Oil Consumption Monitoring Programme Detail |  |  |
| 12. APU IN-FLIGHT Start Monitoring Programme Detail |  |  |
| 13. Reliability Programme Information  |  |  |
| 14. Airworthiness/Maintenance Personnel Training Programme Information  |  |  |
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## Section 4 OPERATOR’S EDTO APPLICATION FORM

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| **EDTO APPLICATION FORM**(*To be completed by an AOC holder or for EDTO application)*  |
| **Section 1A. General** |
| 1. Company AOC #, registered name and trading name if different. Address of company: mailing address; telephone; fax and e-mail. | 2. Address of the principal place of business, including telephone, fax and e-mail.Type of operation: |
| 3. Targeted date of start of EDTO: | 4. Intended EDTO routes:1. b) c)
 |
| 5a EDTO Threshold Time 5b EDTO Maximum Diversion Time  |
| Aeroplane/engine combination (AEC) | List of EDTO aircraft by type and model. Aircraft nationality and registration marks |
|  |  |
| **Section 1B. Type of EDTO Specific Authorization Applied For**  |
| 6. | ☐“In-service” EDTO specific approval ☐ “Accelerated” EDTO specific approval |
| **Section 1C. Subcontracted Arrangements (as required)** |
| Operations Dispatch/Control | Approved Training Organization | Aircraft Maintenance Organization |
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| **Section 1D. List of required attachments (as below but also see Section 3 above)**  |
| ☐ Schedule of events in the approval process with appropriate events addressed and target dates☐ Statement of compliance of how intends to show compliance with each provision of the EDTO☐ EDTO maximum diversion distance calculation☐ EDTO routes and en-route alternate aerodromes☐ List of EDTO aeroplanes☐ Applicable documents of purchase, leasing and other EDTO related contracts☐ Crew and ground personnel training facilities☐ EDTO Flight Operations Manual☐ Maintenance Control Manual☐ Maintenance Programme☐ Methods of planning, control and in-flight supervision of EDTO |
| **Section 1E. The signature and the information contained in this form denote a formal for an EDTO approval.** |
| Signature: | Date: (day/month/year) | Name and title: |
| **Section 2. To be completed by the Uganda Civil Aviation Authority (CAA)**  |
| Received by (name and office): | Date received:(day/month/year) |
| Date forwarded to the flight operations department (day/month/year): | For: ☐ Action ☐ Information only |
| Remarks: |

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| Section 3. To be completed by flight safety standards department |
| Received by: | Pre-application number: |
| Date (day/month/year): |
| Designated project manager: | Date forwarded to the designated project manager: (day/month/year) |
| Remarks: |

## 5 APPLICANT STATEMENT

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| The undersigned certifies the above information to be correct and true and that aeroplane certification requirements, equipment installation, continuing airworthiness requirements, minimum equipment for dispatch, operating procedures, flight dispatch/planning requirements and flight crew/dispatch officers/maintenance personnel training comply with EDTO/ETOPS requirements. |
| **Applicant Name and Title:****Phone:** | **Signature:** | **Date:** |

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| ***(For official use only)*** |
| **Inspector Receiving Application Name:** | **Signature:** | **Date Received:** |

Appendix A EDTO/ETOPS Compliance Checklist

This compliance checklist ensures that the EDTO/ETOPS operations applicant has adequately addressed the regulatory requirements applicable to the operations.

The compliance checklist is prepared by the Operator and submitted to the Authority indicating how the relevant applicable regulations to the proposed EDTO/ETOPS operations have been addressed. It is required to be submitted together with the formal application package.

The applicant should complete the section pertaining to the applicable Part of the Regulations.

There are also two EDTO/ETOPS Worksheets which are submitted to the UCAA, it includes a requirement for supporting documents.

Please ensure the Compliance Statement at the end is signed and dated

|  | **Regulations**  |  |  |  |
| --- | --- | --- | --- | --- |
| **The Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022.**  |  |  |  |
| **The Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022**  |  |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Regulation Number**  | **The Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022.**  | **Applicable****Yes/No /NA** | **Manual / Document Reference** | **Compliance Status/Remarks*****UCAA Use*** |
| **Regulation 68.**  | **Alternate Aerodromes (Key Extracts – see Regulation 68 in full)**  |  |  |  |
|  | 1. A take-off alternate aerodrome shall be selected and specified in the operational flight plan if the meteorological conditions at the aerodrome of departure are below the operator’s established aerodrome landing minima for that operation or if it would not be possible to return to the aerodrome of departure for other reasons
2. The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure –
3. for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass;
4. for aeroplanes with three or more engines, two hours of flight time at an all-engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; and
5. for aeroplanes engaged in extended diversion time operations **(EDTO)** where an alternate aerodrome which meets the distance criteria under paragraphs (a) or (b) is not available, the first available alternate aerodrome located within the distance of the operator’s approved maximum diversion time considering the actual take-off mass.
 |  |  |  |
|  | 1. For an aerodrome to be selected as a take-off alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator’s established aerodrome operating minima for that operation.
 |  |  |  |
|  | 1. En-route alternate aerodromes required under **regulation 104 for extended diversion time operations (EDTO**) by aeroplanes with two turbine engines shall be selected and specified in the operational and air traffic services (ATS) flight plans.
 |  |  |  |
| **Regulation 105**  | **Extended Diversion Time Operations (EDTO)**  |  |  |  |
|  | 1. An air operator certificate (AOC) holder shall not conduct operations beyond the threshold distance determined in accordance with these regulations unless the operations are approved by the Authority.
 |  |  |  |
|  | 1. Prior to conducting an extended diversion time operation **(EDTO)** flight, an air operator certificate (AOC) holder shall ensure that a suitable extended diversion time operations **(EDTO)** en route alternate is available, within either the approved diversion time or a diversion time based on the minimum equipment list generated serviceability status of the aeroplane, whichever is shorter.
 |  |  |  |
|  | 1. Placeholder
 |  |  |  |
| **Regulation 104.**  | **Requirements for operations beyond 60 minutes to an en-route alternate aerodrome**  |  |  |  |
|  | 1. An operator who conducts operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that -
2. for all aeroplanes, en-route alternate aerodromes are identified and the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions; and
3. for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator’s established aerodrome operating minima for the operation at the estimated time of use.
 |  |  |  |
|  | 1. In addition to the requirements in sub regulation (1) [see above] and such other safety requirements under these Regulations, an operator shall ensure that overall level of the operational control and flight dispatch procedures, operating procedures and training programmes are taken into account.
 |  |  |  |
|  | 1. Placeholder
 |  |  |  |
| **Regulation 105.**  | **Requirements for extended diversion time operations (EDTO**)  |  |  |  |
|  | (1) Unless the operation has **specifically** **approved by the Authority**, an aeroplane with two or more engines shall not be operated on a route where the diversion time to an en-route alternate aerodrome from any point on the route, calculated in ISA and still-air conditions at the one-engine inoperative cruise speed for aeroplanes with two turbine engines and at the all engines operating cruise speed for aeroplanes with more than two engines, exceeds a threshold time established for such operations by the Authority |  |  |  |
|  | (2) The Authority shall approve the maximum diversion time for an operator of a particular aeroplane type engaged in extended diversion time operations |  |  |  |
|  | (3) When approving the appropriate maximum diversion time for an operator of a particular aeroplane type engaged in extended diversion time operations, the Authority shall ensure that-(a) for all aeroplanes, the most limiting extended diversion time operations **(EDTO)** significant system time limitation, if any, indicated in the aeroplane flight manual, directly or by reference, and relevant to that particular operation is not exceeded; and(b) for aeroplanes with two turbine engines, the aeroplane is extended diversion time operations **(EDTO) certified**. |  |  |  |
|  | (4) Notwithstanding the provisions of sub regulation (3)(a) the Authority may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond the time limits of the most time-limited system, and the assessment shall include-(a) the capabilities of the operator (b) the overall reliability of the aeroplane (c) the reliability of each time-limited system (d) the relevant information from the aeroplane manufacturer; and (e) the specific mitigation measures  |  |  |  |
|  | (5) For aeroplanes engaged in extended diversion time operations **(EDTO)**, the additional fuel required shall include the fuel necessary to comply with the extended diversion time operations **(EDTO)** critical fuel scenario as established by the State of the operator.  |  |  |  |
|  | (6) An operator shall not proceed with a flight beyond the threshold time in accordance with subregulation (1) [see above] unless the identified en-route alternate aerodromes have been re-evaluated for availability and the most up-to date information indicates that, during the estimated time of use the conditions at those aerodromes will be at or above the operator’s established aerodrome operating minima for the operation. |  |  |  |
|  | (7) If any conditions are identified in accordance with subregulation (6) [see above] that would preclude a safe approach and landing at that aerodrome during the estimated time of use, an alternative course of action shall be determined. |  |  |  |
|  | (8) The Authority shall, when approving maximum diversion times for aeroplanes with two turbine engines, take into account the following, to provide the overall level of safety intended by the provisions of the **Civil Aviation (Airworthiness) Regulations 2020-**(a) the reliability of the propulsion system (b) the airworthiness certification for extended diversion time operations **(EDTO)** of the aeroplane type; and  |  |  |  |
|  | (c) the extended diversion time operations **(EDTO)** maintenance programme |  |  |  |

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| **Regulation 105(10)(b).**  | **Time capability of cargo compartment fire suppression system**  |  |  |  |
|  | An operator shall ensure that, all flights are planned so that the diversion time to an aerodrome where a safe landing may be made does not exceed the cargo compartment fire suppression time capability of the aeroplane, where the time is identified in the relevant aeroplane documentation, and the time shall be reduced by an operational safety margin specified by the State of the Operator |  |  |  |
| **Regulation 104.**  | **Additional requirements for operations by aeroplanes with turbine engines beyond 60 minutes to an en-route alternate aerodrome including extended diversion time operations (EDTO)**  |  |  |  |
|  | 1. Operators who conduct operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that—
 |  |  |  |
|  | 1. for all aeroplanes, en-route alternate aerodromes are identified and that the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including the operational status and meteorological conditions of the alternate aerodromes; and
 |  |  |  |
|  | 1. for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that the conditions at identified en-route alternate aerodromes will be at or above the operator’s established aerodrome operating minima for the operation at the estimated time of use
 |  |  |  |
|  | 1. Save as provided in subregulation (1), [see above] all operators shall ensure that, the operational control and flight dispatch procedures, the operating procedures and the training programs are taken into account and provide the overall level of safety intended by the provisions of these Regulations.
 |  |  |  |
|  | 1. An aeroplane with two or more turbine engines shall not be operated, unless the operation has been specifically approved by the Authority, on a route where the diversion time to an en-route alternate aerodrome from any point on the route, calculated in ISA and still-air conditions at the one-engine-inoperative cruise speed for aeroplanes with two turbine engines and at the all engines operating cruise speed for aeroplanes with more than two turbine engines, exceeds a threshold time established for such operations by that Authority.
 |  |  |  |
|  | 1. The maximum diversion time for the operator of a particular aeroplane type engaged in extended diversion time operations shall be approved by the Authority
 |  |  |  |
|  | 1. When approving the appropriate maximum diversion time for the operator of a particular aeroplane type engaged in extended diversion time operations, the Authority shall ensure that –
2. for all aeroplanes, the most limiting extended diversion time operations **(EDTO)** significant system time limitation, if any, indicated in the aeroplane flight manual (directly or by reference) and relevant to that particular operation is not exceeded; and
3. for aeroplanes with two turbine engines, the aeroplane is extended diversion time operations **(EDTO)** certified.
 |  |  |  |
|  | 1. Notwithstanding subregulation (5)(a), [see above] the Authority may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond the time limits of the most time-limited system
 |  |  |  |
|  | 1. The specific safety risk assessment as provided in subregulation (6) shall include—

(a) the capabilities of the operator;(b) the overall reliability of the aeroplane;(c) the reliability of each time-limited system;(d) the relevant information from the aeroplane manufacturer; and (e) the specific mitigation measures. |  |  |  |
|  | 1. For aeroplanes engaged in extended diversion time operations **(EDTO)**, the additional fuel required under regulation 30 shall include the fuel necessary to comply with the extended diversion time operations **(EDTO)** critical fuel scenario as established by the Authority
 |  |  |  |
|  | 1. A flight shall not proceed beyond the threshold time in accordance with sub regulation (3) [see above] unless the identified en-route alternate aerodromes have been re-evaluated for availability and the most up-to-date information indicates that, during the estimated time of use, the conditions at those aerodromes will be at or above the operator’s established aerodrome operating minima for the operation.
 |  |  |  |
|  | 1. Where conditions that may preclude a safe approach and landing at that aerodrome during the estimated time of use, are identified, the operator shall determine an alternative course of action
 |  |  |  |
|  | 1. The Authority shall, when approving maximum diversion times for aeroplanes with two turbine engines, ensure that the reliability of the propulsion system, the airworthiness certification for extended diversion time operations **(EDTO)** of the aeroplane type and the extended diversion time operations **(EDTO)** maintenance programme, are taken into account in providing the overall level of safety intended by the provisions of the Civil Aviation (Airworthiness) Regulations 2020.
 |  |  |  |
|  |  |  |  |  |
| **Regulation Number**  | **The Civil Aviation (Aircraft Instrument and Equipment) Regulations, 2022**  | **Applicable****Yes/No /NA** | **Manual / Document Reference** | **Compliance Status/Remarks*****UCAA Use*** |
| **51.**  | **An aeroplane on extended flight over water**  |  |  |  |
|  | 1. An operator shall not operate an aeroplane on extended flights over water unless it is equipped with, at a minimum, one life jacket or equivalent individual floatation device for each person onboard, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.
 |  |  |  |
|  | 1. The pilot-in-command shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities
 |  |  |  |
|  | 1. Based upon the assessment of these risks, the pilot-in-command shall, in addition to the equipment required in subregulation (1) [see above], ensure that the aeroplane is equipped with—
2. life-saving rafts in sufficient numbers to carry all person on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
3. equipment for making the distress signals described in the Civil Aviation (Rules of the Air) Regulations, 2020.
 |  |  |  |
| **51.**  | **Aeroplanes on long-range over-water flights**  |  |  |  |
|  | (1)The operator of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching |  |  |  |
|  | (2) The operator shall take into account the operating environment and conditions such as— |  |  |  |
|  | 1. Sea state
2. Sea and air temperatures
3. The distance from land suitable for making an emergency landing, and
4. The availability of search and rescue facilities
 |  |  |  |
|  | (3) Subject to subregulation (2), [see above] based upon the assessment of the risks, the operator shall, in addition to the equipment required in **regulation 64** ensure that the aeroplane is appropriatelyequipped with-(a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and(b) equipment for making the distress signals described in Civil Aviation (Rules of the Air) Regulations, 2020.  |  |  |  |
|  | (4)That each life jacket and equivalent flotation device, when carried in accordance with **regulation 51(1) &(2),** shall be equipped with a means of electric illumination for the purpose offacilitating the location of persons, except where the requirement of regulation 50(2) is met by the provision of individual flotationdevices other than life jackets. |  |  |  |

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| Applicant Submitting Compliance Document  |
| Title and Name: | Signature: | Date Received: |

## Appendix B: OPERATOR’S EDTO PRE-ASSESSMENT STATEMENT

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| **PRE-ASSESSMENT STATEMENT FORM***(To be completed by an AOC holder or for EDTO application)* |
| Section 1A. General |
| 1. Company AOC #, registered name and trading name if different. Address of company: mailing address; telephone; fax and e-mail. | 2. Address of the principal place of business, including telephone, fax and e-mail.Type of operation: |
| 3. Targeted date of start of EDTO: | 4. Intended EDTO routes: a) b) c) |
| 5(a) EDTO threshold time: 5(b) EDTO Maximum Diversion Time |
| Aeroplane/engine combination (AEC) | Number of aircraft by type and model. Aircraft nationality and registration marks |
|  |  |
| Section 1B. Type of EDTO Authorization applied for  |
| 6. | * “In-service” EDTO specific approval
* “Accelerated” EDTO specific approval
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| Section 1C. Contracted Organizations8. AMO proposed ratings: |
| Operations Dispatch/Control | Approved Training Organization | Aircraft Maintenance Organization |
|  |  |  |
| Section 1D. Additional information that provides a better understanding of the proposed operation |
|  |
| Section 1E. The signature and the information contained in this form denote an intent to apply for an EDTO approval. |
| Signature: | Date: (day/month/year) | Name and title: |
| Section 2. To be completed by the Uganda Civil Aviation Authority (CAA)  |
| Received by (name and office): | Date received: (day/month/year) |
| Date forwarded to the flight operations department (day/month/year): | For: ☐ Action ☐ Information only |
| Remarks: |
| Section 3. To be completed by the flight standards department |
| Received by: | Pre-application number: |
| Date (day/month/year): |
| Designated project manager: | Date forwarded to the designated project manager: (day/month/year) |
| Remarks: |

## Appendix C: Flight Operation Manual Evaluation Checklist

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| **EDTO Flight Operation Manual Evaluation Checklist (Guide to entries)**  |
| **Section 1A. General** |
| **Company AOC #, registered name and trading name if different:** | **Inspector name:****Date:****Signature:** | **Application #:** |
| **PART A.GENERAL/BASIC** |
| **Item** | **Assessment** |
| **Introduction** | **Satisfactory** | **Unsatisfactory** | **Reference** | **Remarks** |
| Brief description of EDTO |  |   |  |  |
| Definitions |  |  |  |  |
| **Operational approval** |  |  |  |
| Criteria |  |  |  |  |
| Assessment |  |  |  |  |
| Approved diversion time |  |  |  |  |
| Training and checking |  |  |  |  |
| Operating procedures |  |  |  |  |
| EDTO operational procedures |  |  |  |  |
| **EDTO flight preparation and planning** |  |
| Aeroplane serviceability |  |  |  |  |
| EDTO orientation charts |  |  |  |  |

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| EDTO alternate aerodrome selection |  |  |  |  |
| En-route alternate weather requirements for planning |  |  |  |  |
| EDTO computerized Flight Plans |  |  |  |  |
| **Flight crew procedures** |  |
| Dispatch |  |  |  |  |
| Re-routing or diversion decision-making |  |  |  |  |
| EDTO verification (following maintenance) flight requirements |  |  |  |  |
| En-route monitoring |  |  |  |  |
| **PART B. AEROPLANE OPERATING MATTERS** |
| **Specific type-related EDTO operations** |  |
| EDTO specific limitations |  |  |  |  |
| Types of EDTO operations that are approved |  |  |  |  |
| Placards and limitations |  |  |  |  |
| OEI speed(s) |  |  |  |  |
| Identification of EDTO aeroplanes |  |  |  |  |
| **Dispatch and flight planning, plus in-flight planning** |  |
| Type-specific flight planning instructions for use during dispatch and post-dispatch |  |  |  |  |

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| Procedures for engine(s)-out operations, EDTO (particularly the one-engine-inoperative cruise speed and maximum distance to an adequate aerodrome should be included) |  |  |  |  |
| EDTO fuel planning |  |  |  |  |
| Critical fuel scenario |  |  |  |  |
| MEL/CDL considerations |  |  |  |  |
| EDTO specific minimum equipment list items |  |  |  |  |
| Aeroplane systems |  |
| Aeroplane performance data including speed schedules and power settings |  |  |  |  |
| Aeroplane technical differences, special equipment (e.g. satellite communications) and modifications required for EDTO |  |  |  |  |
| **PART C. ROUTE AND AERODROME INSTRUCTIONS** |
| EDTO area and routes, approved area(s) of operations and associated limiting distances |  |  |  |  |
| EDTO an-route alternates |  |  |  |  |
| Meteorological facilities and availability of information for in-flight monitoring |  |  |  |  |
| Specific EDTO computerised flight plan information |  |  |  |  |

|  |  |  |  |  |
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| Low altitude cruise information, minimum diversion altitude, minimum oxygen requirements and any additional oxygen required on specified routes if MSA restrictions apply |  |  |  |  |
| Aerodrome characteristics (landing distance available, take off distance available) and weather minima for aerodromes that are designated as possible alternates |  |  |  |  |
| **PART D.TRAINING** |
| Route and aerodrome |  |  |  |  |
| Recurrent training |  |  |  |  |
| Checking |  |  |  |  |